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LIMITED,

THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1903. [29]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

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DEATHS.

On 20th inst. at the Government Civil Hospital, AUGUSTO CESAR BOTELHO, chief clerk, Harbour Office, aged 50. Deeply regretted. Shanghai papers please copy.

[1224]

On October 10th, at Newchawang, GEORGE FAWCETT, aged 53, late of the Newchawang Pilot Service.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, OCTOBER 21ST 1903.

The conviction of BUTLER WRIGHT on a charge of misappropriation of railway funds is certain to receive a great deal of attention from the Chinese Press, more especially because of the somewhat acrid controversy which took place six months ago regarding the terms on which a German syndicate lent to China the capital for the construction of the Tientsin-Pukow line. British financiers held that those terms did not insure the honest administration of the railway funds, and the Kowloon terms were represented as being the only terms on which money could with absolute safety be lent. The moral which will be drawn from the prosecution and conviction of BUTLER WRIGHT will, of course, be that it completely knocks the bottom out of the contention in favour of the superiority of the Kowloon terms as affording the only guarantee for the proper administration of the loan funds. We do not ourselves adopt the view that the prosecution has weakened this contention; rather may the contrary be argued. It has struck us, as doubtless it has struck many others, as being rather singular that though it was the money of H.I.M. the Emperor of CHINA

Colonel Seely stood in the House of Commons last month that out of the 5,561 Chinese who, according to the Chamber of Mines figures, remained on August 31, 2,164 sailed from Durban on September 21, and a further shipment of about 1,300 will take place on or about December 9. The Secretary of State is not aware that any delay has occurred in the shipment of Chinese on expiration of the contract period.

At the Magistracy yesterday before Mr. J. R. Wood, a Chinese was charged with the larceny of a piece of silk valued at \$25 from No. 31, Jersey Street. His Worship convicted the defendant, and sentenced him to three months' imprisonment with hard labour. Subsequently it was discovered that the prisoner had returned from banishment. He was charged with this offence, and the hearing was adjourned until Saturday.

This evening at the Lecture Hall adjoining Union Church, Kennedy Road, under the auspices of the Union Church Literary Club, Mrs. A. Bellamy Brown has kindly consented to give a sketch of Mendelssohn's Life, which will be illustrated by vocal and instrumental selections. The evening should be a particularly interesting one, and the meeting is open to the public. Dr. Bellamy will take the chair at 9 p.m. sharp.

The circus will re-open at Kennedy town to-night, after the enforcement of residents have had indoors, the management expect to see a well-filled tent. The typhoon did considerable damage to Harmsworth's tent, but the shrewd old Colonel is always prepared for emergencies, and to-night the tattered covering will be replaced by a new one. The programme will include the first amateur riding contest. Tomorrow evening a grand complimentary benefit will be tendered to general Col. Bob Lowe. In addition to a sparring exhibition, the Phillip Sisters will appear, and the inimitable Colonel will contribute comic songs.

Mr. F. W. Knocker, in a lecture at the Royal Photographic Society's New Gallery in the Malay States, said he knew a Chinese minister, whose son, who became converted to Christianity and built a church. It was an act of penance for some wrong-doing, but his conscience in the matter was very elastic, for when he found that the extension of his mining operations made it necessary to take the land on which the church stood, he removed it bodily further away. This operation he repeated two or three times as his riches increased, each time to the visible detriment of the church structure. Then he assured Mr. Knocker that his growing wealth was due to the building in the course of its many removals having consecrated the soil.

Another old Portuguese resident of the Colony passed away early on Tuesday morning, at the Government Civil Hospital, in the person of Mr. Augusto Cesar Botelho, who for the long period of thirty-seven years has been in Government service as a clerk in the Harbour Office. He joined as fifth clerk in 1872 and reached the position of first clerk in 1905. Mr. Botelho, who had been ailing for some time, was taken seriously ill in his office on Monday and was conveyed on an ambulance to the Hospital, where he rapidly sank and expired, as before stated, early on Tuesday morning. The news of his death has been received with deep regret not only by the Portuguese community but by the large circle of acquaintances which he has made during his long connection with the Harbour Office. Deceased was buried in the Catholic Cemetery at Happy Valley yesterday afternoon, the staff of the Harbour Department and many friends following his remains to their last resting place.

OXFORD LOCAL EXAMINATIONS.

Now has just reached the Warden & St. Stephen's College that out of the 18 boys recommended by the College for the above Examinations all have passed, with the addition of one other who through prolonged absence could not receive the College recommendation. Of the above 19 no less than nine are in the Senior Division, of whom eight are below the age necessary to allow them to be the A.A. degree, three of these being in the Senior and one in the Junior. Only those who are under 18 years of age in the Senior and under 16 in the Junior are eligible for distinction. Following are the results:

Senior: Fang Man Sui, Leng Nai Tsun, Lewing Nai Hang, Chan Ying Wing, Cheng I Kam, Cheng Yun-tin, See Chong Su, Wei Wing Ho, Yip In Fong.

Junior: Chan Ten Nin, Ho Wing Kim, Lam Tang, Wei Wing Lock, Wei Wing Yuet, Wong Shiu Tung.

Preliminary: Lau Hau Young, Lai Hau Chin, Lo Kwan Iu, Lei Ying Chin.

LATEST STEAMER MOVEMENTS

The P.M. str. Asia is due to arrive at Hongkong on the 21st instant, at 8 a.m.

The M.M. str. Armand Behar, with the French Mail of the 25th ultimo, and mails from London on the 26th ultimo, will leave Saigon on the 21st inst. at 10 p.m., and will probably arrive here on the 22nd instant p.m., and will leave for Shanghai and Japan on the afternoon of Monday, the 25th instant.

The Indo-China str. Fookeung left Calcutta for this port via the Straits on the 18th instant, and may be expected here on or about the 3rd prox.

The cargo of Silk shipped on board the M.M. str. Australia, which left this port on the 14th ultimo, was delivered in Lyons on the 18th inst. The C.P.R. str. Empress of Japan arrived Shanghai at 3 a.m. on the 19th instant, and left again at 10 p.m. same day for Nagasaki, where she is due to arrive at 6 a.m. on the 21st inst.

The C.P.R. str. Empress of China arrived Yokohama at 11.30 a.m. on the 20th instant, and left again at 5 p.m. same day for Kobe, where she is due to arrive at 5 p.m. on the 21st instant.

The Bank Line str. Sucessi sailed from Kobe on the 17th inst.

TELEGRAMS.

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[ROUTINE'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

THE TYPHOON.

The impressions formed on Tuesday that the typhoon of that day was not of the severity unfortunately experienced in the Colony before were well founded. Subsequent inquiries showed that the wind never actually reached typhoon force—its greatest velocity was 75 miles an hour at eleven o'clock on Tuesday night—and with that fact before us it is not surprising that the results are trifling in comparison with previous visitations of the same nature. So far as can be ascertained no loss of life has taken place—at least none has been reported, though the water police have been informed that a cargo boat and three sampans were driven ashore at Tsimshatsui and wrecked. The rain, which usually accompanies a typhoon, was on this occasion remarkably heavy, there being 10.92 inches recorded in the twenty-four hours ending at 10 o'clock yesterday morning. The tide on Tuesday night was exceptionally high, so high that it was responsible for a number of yachts drawn up on Ah King's slipway being lifted off the slips and tossed in various directions over the yard.

The Peak tramway service was resumed yesterday morning at seven o'clock. The electric trams in town were unable to resume running before ten o'clock, as the lines had to be cleared of debris. The Kowloon ferries started running at six o'clock and the early launches took across the harbour many tired residents who had been stranded. Almost a hundred Kowloonites were detained in the city; many Peak residents also spent the night below, but a large number of the married men braved the elements on Tuesday afternoon and climbed up, but had a very trying experience.

The telephone service has suffered considerable interruption, especially in the upper levels, and many houses have been deprived of their telephone communication. Still, very little damage to property was done. In addition to the losses mentioned yesterday—the destruction of the Star Ferry matched, the Harbour Department jetty, the Corinthian Yacht Club jetty, the grand stand of the Hongkong Football Club at the Happy Valley—there have to be added to the list the unroofing of Mount Gough Police Station and a landslip at Conduit Road. Kowloon enjoyed the same immunity. There a considerable number of trees were uprooted or denuded of most of their branches, but property as a whole was undamaged.

At Kowloon the paddy which was ripe for harvest has been practically destroyed owing to the large area under cultivation having been submerged. A report from the New Territory states that several of the railway marshals in the neighbourhood of Tai Po have been blown away.

HARBOUR ITEMS.

The most serious damage throughout the blow occurred on the harbour and along the waterfront. At the Quarry Bay Shipyard the steam launch Taikoo Shing was badly battered and washed ashore near the Sugar Works. The Government dredger St. Enoch was blown across the bay and washed ashore near the Sugar Works. While the craft was drifting helplessly in the rough sea, a Chinese joiner from the Taikoo Works courageously made himself fast to a line, struck out boldly for the dredger, which he boarded, and succeeded in saving some forty coolies who were aboard at the time. Two junks were washed high and dry on the beach at Stonecutters, three dant boats sank off the Police Station at Yaumati, and two small cargo boats, which were lying east of the police pier at the same place, were badly damaged. The third engine of the Hatchet, which vessel was lying in Kowloon Docks, slipped and fell near the tides, and dislocated his shoulder. When the gals had subsided somewhat, the doctor from the Chigo Maru boarded the docked vessel and attended to the injured man. A coolie on the same steamer fell down the hatchway and injured his thigh.

Those who remained on board vessels in the harbour had stories to tell of anxious moments and slight damage. The sailing ship Lyndhurst, which was lying in the western part of the harbour, dragged her anchors and collided with the a.s. Hongkong Maru. The sailor damaged her jibboom and the fittings of her port bow, and also the boat deck and one of the lifeboats on the steamer. The steering gear of the Portuguese gunboat Patria, which was lying near Lai Chi Kok, was broken. The buoy to which the Government launch Stanley is moored broke adrift, but was eventually recovered. A strong gust of wind snipped the ring of the buoy to which the Miyasaka Maru was moored, and that vessel went astray in the height of the storm. Two anchors were promptly run out, however, and the vessel held until the typhoon had passed.

The Captain of the French river steamer Charles Hardouin, which arrived in port from Canton yesterday, reported that the wreck of a large junk was showing three cables south of Pillar Point, four feet of the mast being above the water line. There was also a large quantity of wreckage all the way from Tiger Island to Pillar Point, but the bulk of it was in the vicinity of the Taishan Customs Station.

The report issued by the Observatory yesterday mentions that Gap Rock reported full typhoon-force from the N.E. on Tuesday as early as 2 p.m., the barometer reading 29.02. The typhoon is believed to have entered the land west of Macao about midday yesterday. A telegram from the Manila Observatory to the American Consulate General, Hongkong, received at 12.20 yesterday reported a typhoon near or over the Western Carolines almost stationary.

The party will embark at Genoa and proceed direct to London. Visits will then be paid to Paris, Rome, Vienna, Berlin and St. Petersburg in the order named. The return journey will be made via Siberia, and His Highness expects to reach Peking about the middle of January. In March he will resume his travels and visit Japan and America.

SUPREME COURT.

Wednesday, October 20th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ
(ACTING CHIEF JUSTICE).

FIFTEEN YEARS' IMPRISONMENT.

The hearing of the charge preferred against T. Shaminsky, of carnally knowing a girl eight years of age, concluded yesterday.

After an hour's retirement the jury returned a verdict of guilty, and his Lordship sentenced the accused to fifteen years' imprisonment with hard labour.

When the prisoner heard the verdict he collapsed, and had to be carried from the Court.

ALLEGED FORGERY.

Tam Pak alias Tam Shin Nam was indicted on charges of forgery.

Prisoner pleaded not guilty, and the following jurors were called—Messrs. C. E. Warren (foreman), C. Makeham Tong Tze Sam, B. K. Mehta, J. Cruickshank, J. E. Danielsen and E. A. G. May.

The Hon. Mr. W. Rees Davies, K.C., Attorney-General, instructed by Mr. H. L. Dennis, Jr., from the office of the Crown Solicitor, prosecuted, and prisoner was undefended.

The Attorney-General informed the Court and jury that the prisoner, at the bar was indicted on charges of forging and uttering two bills of exchange, one on the Deutsche Asiatische Bank for \$1,265, and one on the Hongkong and Shanghai Bank for \$100. Both bills were payable to the Chung Shan Wo firm of California merchants, of Des Voeux Road Central.

On September 14 the managing partner of this firm received a letter addressed to the assistant manager which contained two seconds of exchange. These were chopped with the firm's chop, and given to the assistant manager, who took them to the banks mentioned. Both banks refused to honour the bills, and subsequently the manager went to the banks and was shown the two first bills of exchange. On examination of these he would say that he found the firm's chop had been forged, and that the signature was in the handwriting of the prisoner, who was the son of the assistant manager. It appeared that the prisoner had formerly lived in the prosecutor's shop, and was well known to the manager, who identified the handwriting on the bills.

Furthermore, the assistant manager would say that the handwriting was that of his son. In both cases a forged chop had been used. A letter could well tell the jury that when he got to the shop the prisoner asked to see some letters he was carrying, and took one from the bundle, saying that it was for him, and sent from a relative in America. This letter was received just before the prisoner presented the two bills for payment. The father would inform them that his son had no relatives in America, and was in possession of no money except the pocket money with which he supplied him. Information was laid with the police, and the prisoner was arrested on September 3rd at No. 9, Wan Chai Road, where he was apparently living with a woman. The police had much difficulty to get into the house, and the woman did all she could to screen the prisoner and prevent the police from arresting him. The accused was eventually caught on the roof. In the house large quantities of newly purchased articles and \$700 in money were found. The woman was originally charged with receiving stolen money, but that charge had since been withdrawn.

After hearing the evidence, the jury returned a verdict of guilty, and His Lordship sentenced the prisoner to three years' imprisonment with hard labour.

The Attorney-General applied for the restitution of the goods and money seized in the house where the defendant was arrested.

At this stage the woman with whom the prisoner was said to have been living shouted out in the body of the Court, and was called forward. She told His Lordship that the money seized belonged to her, as well as the other articles, which she bought with money received from a money loan association.

His Lordship said it might be a novel procedure, but he thought the best thing would be to allow the money to remain in Court, and the firm could sue the woman. He then asked the woman if she also claimed the jewellery.

She said she did, as she handed the prisoner the money to buy it.

His Lordship—I think the complainant firm had better bring a civil action in the Summary Court. That will be the best way to settle it.

The Attorney-General—Supposing your Lordship were to order that the property should remain in Court, with leave to either party to apply.

His Lordship decided on this course, and said he would leave the application on Saturday.

PRINCE HSUNG IN HONGKONG.

Yesterday the warships in the harbour were decorated in honour of His Imperial Highness Prince Hsun, who, with a party including Admiral Sab, Sir Chentung Liang Cheng, Messrs. Chao Feng, Chang and ten other attachés, is on his way to Europe to make a study of naval matters.

The Prince and party were passengers on the German mail steamer Luetzen, which did not enter the port on Tuesday but sought a safe anchorage at Junk Bay, but the weather was so unpropitious yesterday that the official landing was abandoned, as well as the luncheon at Mountain Lodge arranged by H.E. the Governor in honour of the distinguished visitors.

The party will embark at Genoa and proceed direct to London. Visits will then be paid to Paris, Rome, Vienna, Berlin and St. Petersburg in the order named. The return journey will be made via Siberia, and His Highness expects to reach Peking about the middle of January. In March he will resume his travels and visit Japan and America.

How to be BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charmante, Lat Charmant and Special Skin Tonics and Poultice. Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents.

J. 153

SHIPPING NOTES.

A new 74-ton auxiliary cruising yacht has been designed by Mr. James A. Smith for an English owner resident in the Far East. The yacht is being built at Osaka (Japan) and is constructed of steel to Lloyd's requirements. She is intended for open sea cruising, and is ketch-rigged, with 3,500 sq. ft. of sail. Twin auxiliary Gardner motors will be fitted, of sufficient power to drive the yacht at eight knots under motor power alone. The accommodation consists of four state-rooms, a large saloon, pantry, and forecabin.

It is reported by the *Shipping Gazette* that the P. & O. Company are considering the desirability of inaugurating an ocean-going sailing ship of their own for the purpose of training junior officers. The fact is recalled that this would be no new departure on the part of the company in question. Years ago it had its own training ship, the *Haddington*, if we remember rightly, and if the intention attributed to it turns out to be correct it will thus be only reverting to a practice deemed essential in times gone by. The Norddeutscher Lloyd Company has for some time past owned a couple of training ships, and the Belgians also have one.

Both the Hamburg-American Line and the North German Lloyd have recently issued interim statements indicating that they are recovering substantially from the disastrous effects of last year's shipping crisis. The Hamburg-American Line says: "This company has to-day, as the result of current operations, over £975,000 available funds, despite the fact that we have paid during the course of the year on account of new vessels building £775,000, several hundred thousand pounds of which were not due until after the year 1909." Similarly favourable reports are made by the North German Lloyd, which states that both passenger, steamer, and freight traffic for the first eight months of 1909 have revealed a vast improvement over last year.

A largely attended meeting of company and Lloyd's underwriters was held at the Institute of London Underwriters last month to consider the question of future rates on time business.

It was resolved that in the case of tramp steamers on which premiums were raised at the last renewal by 10 per cent., a further increase of 10 per cent. should be asked, but that in case where no previous rise had taken place an increase of 20 per cent. should be charged.

These terms, it was agreed, should apply also to foreign-owned tramps. It was further resolved that an amount not exceeding 10 per cent. of the value might be insured as disbursements; this follows the practice already applicable to American hulls. In the case of liners which have produced favourable results it was agreed that rates should be 10 per cent. higher than those recently charged. Another resolution was passed providing that in the case of both tramps and liners values of policies now running should be maintained, and that where the value is decreased an additional premium, proportionate to the decline in value, should be charged.

These important resolutions are to take effect forthwith.

The Third International Shipping Conference was opened at Brussels on the 28th ult. Twenty-five nations are represented, the British delegates being Sir Arthur Hardinge, British Minister to Belgium, Sir William Pickford, Judge of the High Court, King's Bench Division, Mr. Leslie Scott, barrister, and Mr. Hugh Godley. The gathering has a twofold object—to examine in detail the two conventions drawn up at Brussels upon collisions at sea and assistance rendered, and to hold a preliminary discussion on the proposals put forward regarding the privileges, claims and responsibilities of shipowners.

The alleged unreliability of lascar crews has again formed the subject of a question in Parliament, in consequence of reports alleging cowardice on the part of the lascar members of the crew of the steamer *Umbria* which went ashore five miles from Cape Point on the night of September 15. The President of the Board of Trade said that pending the result of the inquiry into the casualty he preferred to say nothing as to the conduct of the lascar seamen when the wreck occurred. The records of previous wreck inquiries did not support the view that lascar crews are useless in time of danger, and while British passenger vessels when leaving the United Kingdom are required to be properly manned there is no discrimination against lascar seamen nor did he propose to introduce legislation with the object of preventing the employment of such seamen when competent. He referred to the report of the Departmental Committee which sat under Sir Francis Jeune's (afterwards Lord St. Helier) chairmanship in 1902 and 1903, which found no objection to the employment of lascar seamen in the British mercantile marine. Mr. Churchill added that any attempt to prohibit the employment of lascar seamen would cause serious injury to the commercial interest of the country.

A new oil tank steamer for the Toyo Kisen Kaisha has just been launched from the Tatagami slip of the Mitsu Bishi Dockyard and Engine Works at Nagasaki. The vessel was named the *Kiyo-maru* and the ceremony of releasing her from the slip was performed by Mr. M. Hara, Superintendent of Toyo Kisen Kaisha. The keel of the *Kiyo-maru* was laid down on March 4th, 1909, and according to contract, she is to be delivered to the Toyo Kisen Kaisha, for which she is being constructed, in December next. Her dimensions, etc., on completion, will be: Length, 470ft.; Beam, 55ft. 6in.; Depth, 41ft.; gross tonnage, 9,329 tons; I.H.P. 8,500; speed, 12 knots. Engines, triple expansion (one set single screw). Boiler, four single-ended. Howden's forced draft.

COMPANY MEETING.

THE DAIRY FARM CO. LTD.

The thirteenth ordinary yearly meeting of shareholders in the Dairy Farm Co. Ltd., was held at the Company's Depot, No. 2, Lower Albert Road, at 12.30 p.m. yesterday. Hon. Mr. E. Osborne presided, and there were also present: Messrs. E. H. Hinds and F. Maidland (directors); J. Walker (Manager); M. Manuk (Acting Secretary); J. M. E. Machado, H. J. Fletcher, J. McCubbin and Chan Tong.

The SECRETARY read the notice calling the meeting.

The CHAIRMAN said:—Gentlemen, with your permission I will adopt the usual custom and take the report and accounts as read. This is gratifying, in these days of commercial depression, to be able to lay before you a by no means unsatisfactory statement, and to report that we have been fortunate during the past twelve months in the general health of our herd. We found it necessary, however, to purchase a few head of cattle to replace those lost by death, etc. The accounts, you will observe, show that the value of buildings and property have increased by some £42,000, which is partly accounted for by our having acquired the land on which this building stands, also some farm acreage at Folkestone which we thought advisable to buy. We have opened a branch at Quarry Bay and judging by initial results this has evidently supplied a needed want. Your Directors have considered it advisable to continue the policy of writing down the cost of stocks and property and have now, subject to your approval, written off £17,072.33. Our expenses, as might be expected with a growing business, are increasing, and there is unfortunately a continual advance in cost of foodstuffs, added to which the improvements that are continually being carried out on the farms, call for a further outlay. This matter, however, receives careful attention from your Board, who, with the help of your able manager and his staff, will continue to keep expenditure within reasonable bounds. Before proposing the adoption of the report and accounts I shall be pleased to answer any questions you desire to put.

No questions were asked, and the CHAIRMAN proposed the adoption of the report and accounts as presented.

Mr. FLETCHER seconded, and the motion was carried unanimously.

On the motion of Mr. McCUBBIN, seconded by Mr. MACHADO, Messrs. F. Maidland and E. H. Hinds were re-elected to the directors.

Mr. W. Hutton Potts was reappointed auditor on the motion of Mr. CHAN TONG, seconded by Mr. McCUBBIN.

The CHAIRMAN said:—Thank you, gentlemen, for coming on such a very unpropitious day. Dividend warrants will be ready to-morrow.

MANDARIN COATS IN LONDON.

A London correspondent sends us the following with the remark that he doubts if even the President of the Board of Trade could get as many "terminological inexactitudes" into the same space. The statements will do credit to any experienced house-boy.

CHEERFUL CHINEE.

SELLS HIS OLD COATS TO SOCIETY BELLES.

The list of presents at a very fashionable wedding the other day included an antique embroidered Chinese coat for the bride.

A *Morning Leader* lady representative who made inquiries at Liberty's yesterday afternoon on the subject of these Celestial garments was informed that the firm had imported them for the past 15 or 20 years, but that it was only recently that there was a distinct boom in them.

"The mandarin's coat is really the Chinese Court dress, and is worn by both men and women."

ROYAL YELLOW.

The most sought after colour by connoisseurs is yellow, which is worn only by the royal family. A very deep indigo purple, which looks black at night, and red are the popular colours. White is rare, since it symbolizes mourning, and a good green is very expensive.

These coats are hand embroidered in the most exquisite designs, the silk both of the coat and the embroidery being vegetable dyed in the older examples.

The Chinese are unequalled in the art of needlework, and some of the examples shown are marvellous in conception and execution, at least 12 months being spent over the work on a single coat.

THE CHINESE "UNCLE".

The coats are originally lined with fur, but few reach this country in that state. The fur is removed before the coat goes to the Chinese tailors, where the agents buy it. Each coat, before leaving China, is treated with wax, and on arrival at Liberty's is baked at their ovens.

Some of the coats are in such poor condition that they have to be turned into cushion or piano covers.

The supply of the finer specimens is, of course, bound in course of time to come to an end, and as regards antiquity it is difficult to gauge the date of a coat accurately. The ordinary age of an old coat will range from 25 to 100 years and its price from about seven guineas upwards.

MYSTERY OF A ROYAL ENGAGEMENT.

KING OF PORTUGAL AND PRINCESS ALEXANDRA.

It is stated on the authority of "a dignitary of the Court" at Lisbon that King Manuel's betrothal to Princess Alexandra, the elder daughter of the Duke of Fife, has been arranged, and that the official announcement will be made on November 15, the King's birthday, during His Majesty's visit to Windsor.

The King's plans for his visit to England are not yet completed. The Marquis de Sávaral has charge of the arrangements.

The Central News Lisbon correspondent states that the *Seculo*, which is usually well informed, declared that King Manuel's marriage will take place in Lisbon early in April next. According to this journal the King's tour will occupy three weeks. His Majesty will leave Lisbon about November 5, going first to Madrid, where he will spend six days. From Madrid he will travel incognito through France to Cherbourg, where the French fleet under Admiral Albert will be assembled in his honour, and will fire a royal salute. At Cherbourg King Manuel and his suite will embark for Portsmouth, being escorted across the Channel by two British sailors.

J. HENRIKES HILTON.

House of Commons, Sept. 24.

LOCAL SPORT.

CRICKET NOTES.

At last a real start has been made in first class cricket, and not a day too early. The match held on the Club ground on Saturday was not productive of anything like big scoring—certainly not sufficiently to give us very bright hopes of doing well during the coming tourney, but bowlers generally strike form earlier than batsmen and it is probably better scoring will be in a week or two. For the honour of the Colony it behoves all "Possibles" to get as much practice at the nets as can be managed.

With that end in view the selection committee might follow the same rule which they adopted last year, and issue invitations to all the League clubs to send two representatives to the Club ground for practice at the nets. There were three players who might have been playing on Saturday with a view to their selection—Brett, who followed close last year upon Bird's bowling average in the Civils, Power (Royal Engineers), one of the best wicket-keepers in the Colony and a bat-well known to be depended on, and Reed, good bowler and when in form a forcing bat. With the exception of the three mentioned and Capt. Garnett, who played in a League match on Saturday, the Colony was well represented. Capt. Baird and W. T. E. Oliver opened particularly well, the former as usual giving a good account of himself. Oliver justified his good opinion formed of his cricket at the latter end of last season. In addition to compiling a useful 15 he secured the bowling honours of the day, getting five wickets for 22 runs. Hutchison's score was a useful one, being second only to Baird. It is pleasing to see Pearce back to his old form, though it was unfortunate that he should have been run out just as he appeared to be well set. Fowler played good cricket, both with bat and ball. With the latter he did particularly well, his record being nine overs, three maidens, 19 runs and three wickets. He has undoubtedly improved as a trundler. Edwards showed well, although his score was not a big one. His fielding was brilliant as usual.

With the result of Saturday's match before us it may be interesting to glance at the prospective team with a view to forming some idea as to what our team is going to be in the struggle to get back the ashes. It appears that we have plenty of medium bowlers, but none who stand out as being very fast, and a fast bowler is a useful member of any team. On the other hand we have two very good break bowlers in Bird and Garnett, Fowler and Baird are good medium pace bowlers, and Oliver, Pearce and Hutchison as useful changes.

Power should certainly get a place for his wicket-keeping and is one of the best bats outside the Club team. Edwards has always justified his inclusion in previous inter-club matches, and as he appears to have improved he should also be a certainty. The selection that appears to our best is therefore: T. E. Pearce, Capt. Baird, Capt. Garnett, R. E. O. Bird, W. H. E. Oliver, E. A. Fowler, W. N. Edwards, S. M. Power, R. O. Hutchison, W. C. D. Turner and Makin or Shenton.

WANTED—AN IMPERIAL POSTMASTER-GENERAL.

Following is the letter recently addressed by Mr. J. Henriquez Hilton to the *Times*, referred to in a recent Reuter's telegram:

Our postal and telegraphic arrangements with the 60 Colonies, States, Commonwealth, and Dominions of the Britons beyond the seas continue to cause general dissatisfaction. Let me, very briefly, give a few examples. Canada, through the Canadian Postmaster-General, asked for cheap newspaper and magazine post from the Canadian Postmaster-General, but at Canada's expense.

Similarly, game laws should be drawn primarily in the interest of the whole people, keeping steadily in mind certain facts that ought to be self-evident to everyone above the intellectual level of those well-meaning persons who apparently think that all shooting is wrong and that man could continue to exist if all wild animals were allowed to increase unchecked.

There must be recognition of the fact that almost any wild animal of the defenceless type, if its multiplication were unchecked while its natural enemies, the dangerous carnivores, were killed, would be the prime object to be established where they are detrimental to the interests of large bodies of settlers, not yet

so remote that the only men really interested with are those who respect the law, while a premium is thereby put on the activity of the unscrupulous persons who are eager to break it.

REFEREE.

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In the creation of the great game reserve through which the Uganda Railway runs, the British Government has conferred a boon upon mankind, and no less in the enactment and enforcement of the game laws in the African provinces generally. Of course, experience will show where, from time to time, there must be changes. In Uganda proper buffaloes and hippos have so far protected as to become sources of grave danger, not only to the crops, but to the lives of the natives, and they had to be taken off the protected lists and classed as vermin, to be shot in any numbers at any time;

and only the greatest demand for ivory prevents the necessity of following the same course with regard to the elephant, while recently in British East Africa the increase of the zebra, and the hares they did to the crops of the settlers, rendered it necessary to remove a large measure of the protection formerly afforded them, and in some cases actually to encourage their slaughter; and increase in settlement or numbers of the wild creatures of the waste. The protection given to these wild creatures is genuine, not nominal; they are preserved, not for the pleasure of the few, but for the good of all who choose to see this nursery and breeding-ground; the overflow keeps up the stock of game in the adjacent land, to the benefit of the settler, to whom the game gives fresh meat, and to the benefit of the whole country, because of the attraction it furnishes to all who desire to visit a veritable turning round to gaze. The wild creatures were in their sanctuary, and they know it.

Some of the settlers have at times grumbled at this game reserve being kept of such size, but surely it is one of the most valuable possessions the country could have. The lack of water in parts, the prevalence in other parts of disease, harmful to both civilised man and domestic cattle, render this great tract of country the home of all homes for the wild creatures of the waste. The protection given to these wild creatures is genuine, not nominal; they are preserved, not for the pleasure of the few, but for the good of all who choose to see this nursery and breeding-ground; the overflow keeps up the stock of game in the adjacent land, to the benefit of the settler, to whom the game gives fresh meat, and to the benefit of the whole country, because of the attraction it furnishes to all who desire to visit a veritable turning round to gaze. The wild creatures were in their sanctuary, and they know it.

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Now Zealand sets us another bright example, in the universal Penny Postage. You may only 1d. a letter from New Zealand to Italy, yet from England to Italy the charge is 2d. per letter for postage.

We want an Imperial as well as a provincial Post Office in this country—I am, your obedient servant,

J. HENRIKES HILTON.

House of Commons, Sept. 24.

AFRICAN GAME TRAILS.

BY THEODORE ROOSEVELT.

(Continued from 20th.)

A LION TRAGEDY.

The most thrilling book of true lion stories ever written is Colonel Patterson's "Man-eaters of Tsavo." Colonel Patterson was one of the engineers engaged some ten or twelve years back in building the Uganda Railway. He was in charge of the work at a place called Teviro, when it was brought to a complete halt by the ravages of a couple of man-eating lions, which had run over the train. After many adventures, he finally killed. At the lions had run over the train, he met one of the actors in the blood-curdling tragedy which Colonel Patterson relates.

He was a German, and, in company with an Italian friend, he went down in the special car of one of the English railroad officials to try to kill a man-eating lion which had carried away several people from a station on the line. They put the car on a siding. As it was hot, the door was left open, and the Englishman sat by the open window to watch for the lion, while the Italian finally lay down on the floor, and the lion, seeing him through the window, entered the carriage by the door to get at him. The Italian awoke to find the lion standing on him with its hind legs, while the two were

still wild savages, and many of them are unchanged in the slightest particular from what their forefathers were during the countless ages when they alone were the lords of the land—lords who were utterly powerless in any way to improve. Some of the savages we saw wore red blankets, and in deference to white prejudices draped them so as to hide their nakedness. But others appeared—men and women—with literally not one stitch of clothing, although they might have rather elaborate hair-dresses and masses of metal ornaments on their arms and legs.

In the region where one tribe dwelt all the people had their front teeth filed to sharp points; it was strange to see a group of these savages, stark naked, with oddly-shaped heads and filed teeth, armed with primitive bows and arrows, stand gravely grazing at the train as it rolled into some station; and now the less strange, by the way, because the locomotive was Baldwin, brought to Africa across the great ocean from our own country. One group of women, nearly nude, had their upper arms so tightly bound with masses of bronze or copper wire that their muscles were completely malformed. So tightly was the wire wrapped around the upper third of the upper arm that it was reduced to about one-half of its normal size, and the muscles could only play, and that in deformed fashion, below this unyielding metal bandage. Why the arms did not mortify it was hard to say; and their freedom of use was as good as any other. The arms were so hampered as to make it difficult to understand how men

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address—PIXIES Code: A.B.C.

5th Ed.—Liber's.

P.O. Box, 35. Telephone No. 12.

NEW ADVERTISEMENTS

MODLEENAGH.

DWELLING HOUSE To Let at PEAK, partly furnished.

Apply— JARDINE, MATHESON & CO., LTD. Hongkong, 21st October, 1909. [1325]

WANTED.

IN Hongkong, 6-ROOMED HOUSE with Tennis Court. Occupation 1st December or later.

State terms, &c., under K.N., Care of "Daily Press" Office. Hongkong, 21st October, 1909. [1326]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR EUROPE.

THE Steamship "LUETZOW." Captain C. Dowers, will leave TO-DAY, the 21st inst., at NOON.

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 21st October, 1909. [5]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIODO AND YOKOHAMA.

THE I.G.M. Steamship "PRINZESS ALICE." Captain P. Grossi, will leave for the above places TO-DAY, the 21st inst., at 5 A.M.

For further particulars, apply to—

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

General Agents.

Hongkong, 21st October, 1909. [5]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to the General Committee. The entrance fee is \$5, and the Annual Subscription \$2.00. Any respectable Scotman is eligible for Membership.

DAVID WOOD,

Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

FOR SALE.

DERRINGTON, PEAK ROAD No. 8. For Particulars apply to—

C. SCHRÖTER,

King's Buildings, IIIBD.

Hongkong, 1st September, 1909. [1140]

SPECIAL SALE OF WORK

IN AID OF THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE SUPERIORRESS and SISTERS of the ITALIAN CONVENT have the honour to announce that their Annual Sale of Needlework, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Articles suitable for Presents, will be held at the Convent TO-DAY (THURSDAY), TO-MORROW (FRIDAY) and SATURDAY, the 21st, 22nd and 23rd of this month, commencing each day at 10 A.M.

The Superiorress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying Branches, and the helpless aged and infirm in the Home for the Destitute at Wan Chai.

ITALIAN CONVENT, 28, Caine Road. Hongkong, 13th October, 1909. [1304]

J. E. LEE & CO.,

P. O. Box 394,

Hongkong.

THE CHEAPEST STAMP Dealers in the East. Selections on approval. Collections bought 1909. [1295]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1909. [1314]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSEN & Co. Hongkong, 6th March, 1907. [47]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPOLING ABNHOLD, KARBERG & CO. Sole Agents.

[1674]

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS

THE TWENTY-EIGHTH ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Undersigned TO-MORROW (FRIDAY), the 22nd inst., at 11 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd inst., 1909, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents.

Hongkong, 5th October, 1909. [1286]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held on SATURDAY, the 23rd October, 1909, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a notice regarding which is being sent to each Member.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 6th October, 1909. [1287]

HONGKONG VOLUNTEER CORPS.

A GRAND OPEN-AIR CONCERT

will be held on VOLUNTEER PARADE GROUND, On SATURDAY, October 23RD, at 9.15 P.M. In aid of the funds of the Diocesan Girls School.

ADMISSION 31.

Tickets to be obtained at Volunteer Head Quarters and from the Committee of the Orphanage, and the Ladies' Benevolent Society.

Hongkong, 5th October, 1909. [1273]

RESOLUTIONS.

That the Articles of Association be altered in manner following:

(a) In Article 65 the word "Five" shall be substituted for the word "Twenty."

(b) In Article 86 the word "Three" shall be substituted for the word "Ten."

NG LI HING, General Manager.

Dated the 15th day of October, 1909. [1316]

INSURANCES

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON Hongkong, 18th August, 1909. [1083]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO TOTAL FUNDS At 31st DECEMBER, 1903 £19,121,310.

I. Authorised Capital £6,000,000 Subscribed Capital £3,275,000 Paid-up Capital £1,212,500 0 0 II. Fixe Funds £3,247,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 14th August, 1909. [1083]

JUST RECEIVED.

A Selection of FLOWER and VEGETABLE SEEDS, in Packets of 10 Cents each, and PARCELS from \$1 to \$10 Each.

LAWN GRASS SEEDS. FERTILIZER. Garden Boots with Wooden Soles & Thick Felt Lining. Pictorial Guide to Gardening, &c.

Inspection Invited.

GRACA & CO. 27, DES VŒUX ROAD.

TO BE LET.

ASAHI BEER SAPPORO BEER TO BE OBTAINED FROM ALL WINE DEALERS SOLE AGENTS: MITSUI BUSSAN KAISHA [1128]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI

CODE WORD: "DOCK". A.1. A.B.C. and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 96 "

Width of Entrance on Bottom ... 88 "

Water on Blocks at Spring Tide 342 "

DOCK No. 1.

Extreme Length ... 523 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 88 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide 61 "

DOCK No. 2.

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 66 "

Width of Entrance on Bottom ... 55 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIALS is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.)

especially built for SALVAGE PURPOSES.

equipped with necessary gear, always ready.

Short Notice.

[305]

INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

A EXTRAORDINARY GENERAL MEETING of MEMBERS of the above Club will be held on SATURDAY, the 23rd October, 1909, at 12.15 P.M., at the Offices of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a notice regarding which is being sent to each Member.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 6th October, 1909. [1287]

HONGKONG VOLUNTEER CORPS.

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On SATURDAY, October 23RD, at 9.15 P.M.

In aid of the funds of the Diocesan Girls School.

Hongkong, 6th October, 1909. [1287]

ADMISSION 31.

TO LET.

NO. 6, DES VŒUX ROAD CENTRAL OFFICES and GODOWN.

In NO. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers No. 31, Wyndham Street.

DAVID SASOON & Co., LTD. Hongkong, 15th September, 1909. [1054]

TO LET.

NO. 2, BEAGONSFIELD ARCADE

facing the Parade Ground.

PREMISES lately occupied by Messrs. Gordon & Co., known as Whiteside, Shanks van Road.

PREMISES at SHAMEN, CANTON, now in occupation of the Canton-Kowloon Railway.

The TIME, No. 12, Peak, Six Rooms Tennis Court and very Large Garden.

BEAGONSFIELD ARCADE, 2 Rooms on 1st Floor, well suited for Offices.

No. 5, CAMERON VILLAS (No. 57 Peak).

No. 6, CAMERON VILLAS (No. 59 Peak). Furnished.

No. 25, SHELLY STREET (new House).</p

SHIPPING.

ARRIVALS.

LUTZOW, German str., 5,135, C. Dowers, 19th Oct.—Yokohama, 9th October, General Melchers & Co.
PRINZESS ALICE, German str., 6,720, P. Gross, 20th October—Hamburg, 9th Sept., Mails and General—Melchers & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE. 20th October.
Borico, German str., for Sandakan.
Chekuan Maru, Japanese str., for Singapore.
Haitan, British str., for Swatow.
Luetzow, German str., for Europe, &c.
Minasoku Maru, Japanese str., for Singapore.
Shinkoku Maru, Japanese str., for Sumbawa.

DEPARTURES.

20th October.
AMIGO, German str., for Tsingtau.
CHINA, Austrian str., for Shanghai.
GLACIUS, British str., for Singapore.
PROMETHEUS, British str., for Bangkok.

VESSELS IN DOCK.

OCTOBER 20TH.
ABBEDEEN DOCK.—
KOWLOON DOCK.—On Lee, Nanshan, H.M.S. Robin.
COEMOPOLITAN DOCK.—

TAIKO DOCK—St. Enoch, Yunnan, Hupu,
Sechuan, Oceano, Kaiyong, Loochun, Tsingtau,
Chio Maru.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE
(WITH LIBERTY TO CALL AT MALABA
COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.
"ATHOLL" ... On 21st Oct.

FOR NEW YORK.
"GHAZEE" ... About 13th Nov.
For Freight and further information apply to
DODWELL & CO., LTD.

Hongkong, 21st October, 1909. [1229-1233]

DAMPFSCHIFFS-RHEDEREI "UNION"
ACTIEN-GESELLSCHAFT.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at Malabar Coast).

THE Steamship

"ALBENGA."
Captain Lorenzen, will be despatched as above
on or about the 22nd inst.
For Freight apply to

CARLOWITZ & CO.,
Agents.

Hongkong, 5th October, 1909. [1291]

CANADIAN

PACIFIC

RAILWAY CO.

FOR VANCOUVER.

THE Steamship

"OCEANO."

FROM HONGKONG,
On SATURDAY, 23RD OCTOBER;
FOR VANCOUVER VIA JAPAN PORTS.

To be followed by the

KUMERIC ... 18th November.
AYMERIC ... 16th December.

SUVERIC ... 1910, 15th January.

OCEANO ... 10th February.

Bills of Lading issued to Victoria, Vancouver and Overland Points in Canada and the United States also West Indies.

For further information regarding rates of freight, etc., apply to

CANADIAN PACIFIC RAILWAY CO.,
Hongkong.

Hongkong, 18th October, 1909. [1297]

"SHIRE" LINE OF STEAMERS, LTD.
FOR MARSEILLES, LONDON AND HULL

THE Steamship

"GLAMORGANSHIRE."

Captain H. C. Norris, will be despatched as above on or about 23rd October.

For Freight apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Hongkong, 5th October, 1909. [1220]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"KUMERIC."

Captain A. Stewart, will be despatched for the above Ports on MONDAY, the 25th inst., at NOON.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.

RETURN TOURS TO JAPAN.
(Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Return tickets are available by the Indo-China S. N. Co.'s steamers. Fare for round trip, \$120.

DAVID SASSEN & CO., LTD.,
Agents.

Hongkong, 19th October, 1909. [1323]

THE AMERICAN AND ORIENTAL LINE.

For NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship

"COULSDON."

Capt. Turnbull, will be despatched for the above Port on SATURDAY, the 30th Oct., 1909.

For Freight apply to

AENHOLD, KARBERG & CO.,
Agents.

Hongkong, 4th October, 1909. [1275]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, nearest Hongkong "a," midway between Hongkong and Kowloon "b," and those vessels berthed at the Kowloon Wharf "c," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & BIZ.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit str.	—	F. N. Rivers, R.N.E.	P. & C. S. N. Co.	To-morrow, at 2 P.M.
LONDON & ANTWERP	MONTMOUTHSHIRE	Brit str.	—	G. E. Warner	JARDINE, MATHESON, & CO., LTD.	About 23rd inst.
LONDON, &c., via usual ports of call	DELHI	Brit str.	—	G. W. Gordon, R.N.E.	P. & C. S. N. Co.	On 30th Inst., at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	LIEDEMA	Ger str.	k. w.	Knusel	HAMBURG-AMERIKA LINIE	On 2nd Nov.
HAVRE, ROTTERDAM & HAMBURG, &c.	BRUGGEVA	Ger str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 20th Nov.
HAVRE & ANTWERP VIA STRAITS, &c.	SILESIA	Ger str.	v. Hoff	HAMBURG-AMERIKA LINIE	On 25th Nov.	
HAVRE, ANTWERP & HAMBURG, &c.	BRIGAVIA	Ger str.	v. Hoff	Schwinghamer	HAMBURG-AMERIKA LINIE	On 30th Nov.
HAVRE, ROTTERDAM & HAMBURG, &c.	SILVIA	Ger str.	v. Hoff	Porselin	HAMBURG-AMERIKA LINIE	On 9th Dec.
HAVRE & HAMBURG VIA STRAITS, &c.	SEREGAMBA	French str.	v. Hoff	Eckhorn	HAMBURG-AMERIKA LINIE	On 29th Dec.
MARSEILLES, &c., via ports of call	SYDNEY	French str.	v. Hoff	H. C. Norris	MESSAGERIES MARITIMES	On 26th Inst. at 1 P.M.
MARSEILLES, LONDON & HULL	GLAMORGANSHIRE	Brit str.	v. Hoff	J. Dring	JARDINE, MATHESON, & CO., LTD.	On 23rd Inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap str.	v. Hoff	NIPPON YUSEN KAISHA	On 27th Inst., at D'light	
MARSEILLES, HAVRE, COPENHAGEN, &c.	PEKING	Jap str.	v. Hoff	MELCHERS & CO.	Middle of Nov.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Jap str.	v. Hoff	NIPPON YUSEN KAISHA	On 16th Nov., at D'light	
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	MIYASAKI MARU	Jap str.	v. Hoff	NIPPON YUSEN KAISHA	To-morrow.	
MALPIES, GENOA, ALGIERS, GIBRALTAR, &c.	LUETZOW	Aus str.	v. Hoff	C. Dowers	To-day, at Noon.	
MARSEILLES, &c., via SINGAPORE, &c.	AUSTRIA	Brit str.	v. Hoff	B. Cobol	SANDER, WIELER & CO.	About 25th Inst.
MARSEILLES, &c., via ports of call	COULDSON	Brit str.	v. Hoff	Turball	ARNHOLD, KARBERG & CO.	On 30th Inst.
MARSEILLES, LONDON & HULL	GHAZEE	Brit str.	v. Hoff	Lorenzen	DODWELL & CO., LTD.	About 13th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATROLL	Brit str.	v. Hoff	F. W. Davies	CARLOWITZ & CO.	About 22nd Inst.
MARSEILLES, HAVRE, COPENHAGEN, &c.	ALBENGA	Ger str.	v. Hoff	DODWELL & CO., LTD.	On 23rd Inst.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	OCEANO	Brit str.	v. Hoff	F. W. Davies	CANADIAN PACIFIC R. CO.	On 23rd Inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	EMPEROR OF CHINA	Brit str.	2 m.		CANADIAN PACIFIC R. CO.	On 6th Nov., at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MONTEAGLE	Brit str.	1 m.	M. Higino	CANADIAN PACIFIC R. CO.	On 21st Nov., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap str.	1 m.	K. Kawara	NIPPON YUSEN KAISHA	On 9th Nov., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SHINANO MARU	Jap str.	1 m.	E. H. Hutchinson	OSAKA SHOSEN KAISHA	On 7th Dec., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FITZPATRICK	Brit str.	1 m.	T. Sekine	TOYO KISEN KAISHA	On 6th Nov., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HONGKONG MARU	Jap str.	1 m.	H. Baegener	MELCHERS & CO.	On 26th Inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	YAWATA MARU	Jap str.	1 m.	G. W. Ely	BUTTERFIELD & SWINE	On 5th Nov., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	COBLENE	Brit str.	1 m.	M. Yagi	NIPPON YUSEN KAISHA	On 25th Nov., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHANGSHA	Brit str.	1 m.	A. Christiansson	NIPPON YUSEN KAISHA	On 26th Inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NIKKO MARU	Jap str.	1 m.	H. Fraser	NIPPON YUSEN KAISHA	On 30th Inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BINGO MARU	Jap str.	1 m.	H. E. Makin	JAVA-CHINA-JAPAN LIJN	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap str.	1 m.	P. Mooney	JARDINE, MATHESON & CO., LTD.	To-morrow, at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TUILIWONG	Dut str.	1 m.	F. Powell	On 29th Inst., at 10 A.M.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	FAUSANG	Brit str.	1 m.	F. Wheeler	To-day, at 4 P.M.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHIPEUNG	Brit str.	1 m.	P. Gross	JARDINE, MATHESON & CO., LTD.	To-morrow, at 5 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANIA	Brit str.	1 m.	Y. Ishikawa	OSAKA SHOSEN KAISHA	To-day, at 9 A.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KWONGKANG	Brit str.	1 m.	Schwinghamer	BUTTERFIELD & SWINE	To-day, at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PRINZESS ALICE	Gen str.	1 m.	H. W. Kenrick, R.N.E.	HAMBURG-AMERIKA LINIE	On 24th Inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CROSHUN MARU	Jap str.	1 m.	P. O. S. N. Co.	P. & O. S. N. CO.	On 25th Inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ANHUL	Brit str.	1 m.	W. Williams	BUTTERFIELD & SWINE	On 25th Inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BENGALIA	Gen str.	1 m.	Guionnet	MESSAGERIES MARITIMES	On 29th Inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit str.	1 m.	A. Stewart	DAVID SASSEN & CO., LTD.	On 5th Nov., at 3 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LINAN	Brit str.	1 m.	J. C. Richards	BUTTERFIELD & SWINE	On 24th Inst., at 4 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ARMAND BEHIC	French str.	1 m.	J. S. Roos	MESSAGERIES MARITIMES	On 10th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ABRATOON APCAR	Brit str.	1 m.	P. J. van Emmerick	Y. Kaburaki	Quick despatch.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHINHUA	Brit str.	1 m.	H. Murayama		

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP, VIA SINGAPORE, PEN. ANG., COLOMBO, PORT SAID and MARSEILLES	CEYLON	2 P.M., 22nd Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR	About 22nd Oct.	Freight and Passage.
SHANGHAI	DEVANHA	About 29th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELHI	Noon, 30th Oct.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st October, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY and NEWCHANG	"LIANGCHOW"	On 21st Oct., Noon.
SWATUW and SHANGHAI	"WUHU"	On 21st Oct., 2 P.M.
MANILA	"TAMING"	On 21st Oct., 3 P.M.
AMOY, WEIHAIWEI, CHEFOO and TIENTSIN	"HUCHOW"	On 21st Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 21st Oct., 4 P.M.
AMOY, MANILA, CEBU and ILOILO	"KAIFONG"	On 22nd Oct., Daylight
SHANGHAI	"LINAN"	On 24th Oct., Daylight
MANILA	"TEAN"	On 26th Oct., 3 P.M.
SHANGHAI	"CHINHUA"	On 28th Oct., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHENAN"	On 31st Oct., Daylight.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

SS "LINTAN" and SS "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 35.

For Freight or Passage apply to BUTTERFIELD & SWIRE,
Agents 11
Hongkong, 21st October, 1909.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"KWONGSAM"	Thursday, 21st Oct., 4 P.M.
NEWCHANG	"FAUSANG"	Friday, 22nd Oct., Daylight
MANILA	"YUENSANG"	Friday, 22nd Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 23rd Oct., 2 P.M.
TIENTSIN via WEIHAIWEI & CHEFOO	"CHIPISHING"	Sunday, 24th Oct., Daylight
MANILA	"LOONGSAM"	Friday, 29th Oct., 4 P.M.
SINGAPORE, SAMARANG & SOUEAAYA	"ONSANG"	Friday, 29th Oct., 4 P.M.
SH'HAL, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Friday, 5th Nov., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUYSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan if passengers leave the steamers at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 21st October, 1909.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	On 10th November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTI	"PEKING"	Middle of November.
MARSEILLES, HAVRE, COPENHAGEN, GOTHENBURG and BALTI	"CANTON"	Middle of December.

For Further Particulars apply to MELCHERS & CO.,

Agents 6
Hongkong, 15th October, 1909.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	LEAVING.	THURSDAY, 21st Oct., at 10 A.M.
HAITAN Capt. J. S. Bosch	SWATOW, AMOY and FOOCHOW.	THURSDAY, 21st Oct., at 10 A.M.
HAIJUN Capt. Evans	SWATOW	THURSDAY, 21st Oct., at 10 A.M.
HAIYANG Capt. A. E. Hodgins	SWATOW, AMOY and FOOCHOW.	FRIDAY, 22nd Oct., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 21st October, 1909.

NISSON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA-	HAKATA MARU Capt. J. Dring.	6,500	WEDDAY, 27th Oct., at Daylight.
PORE, PENANG, SINGA-	IYO MARU Capt. T. Harrison.	6,500	WEDDAY, 10th Nov., at Daylight.
COLOMBO and PORT SAID	KAGA MARU Capt. M. Higino.	8,000	TUESDAY, 9th Nov., at Noon.
VICTORIA, B.C. and SEATTLE, via SHANGHAI	SHINANO MARU Capt. K. Kawara.	6,500	TUESDAY, 7th Dec., at Noon.
MOJI, KOBE YOKKAICHI	YAWATA MARU Capt. T. Sakimura.	5,000	FRIDAY, 29th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY	NIKKO MARU Capt. M. Yagi.	6,000	FRIDAY, 26th Nov., at Noon.
ISLAND, TOWNSVILLE and BRISBANE	HIBANO MARU Capt. H. Fraser.	9,000	MONDAY, 24th Oct., at Noon.
MOJI, KOBE and YOKO-	CEYLON MARU Capt. Fred. Payne.	6,000	TUESDAY, 25th Oct., at Noon.
HAMA ...	NIKKO MARU Capt. J. C. Richards.	4,000	FRIDAY, 29th Oct., at Noon.
KOBE and YOKOHAMA	BINGO MARU Capt. A. Christensen.	6,500	SATURDAY, 30th Oct., at Daylight.

5 Fitted with New System of Wireless Telegraphy.

Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Clas through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 5 days.

EXTRA PASSENGER SERVICE NEW STEAMERS —
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE,
PENANG, COLOMBO, SUEZ AND PORT SAID.THE Co.'s NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED
FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU (Capt. T. Murai) — On Fri. 22nd Oct.

KITANO MARU — (Capt. F. E. Cope) — About Wed. 17th Nov.

HIRANO MARU — (Capt. H. Fraser) — About Wed. 15th Dec.

KAMO MARU — (Capt. F. L. Sommer) — About Wed. 12th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,

MANAGER. [15-93]

Hongkong, 21st October, 1909.

Further Particulars, apply to CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMERS

**PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.**

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave COLONBO	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
ARCADIA	February 5	MANTUA ... 11000	March 5	March 11
ASSAYE	February 19	CHINA ... 8000	March 19	March 25

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

MAIL NOTICE

A well letter box has been placed at the entrance to the Lower Peak Tram Station. It will be cleared at 7 a.m., 9 a.m., 11 a.m., 1 p.m., 3 p.m. and 5 p.m. on weekdays and at 9 a.m. on Saturday.

The Asia, with the American mail, left Shanghai and may be expected here to-morrow, at 8 a.m.

The Almond Belie, with the French Mail of the 24th September, leaves Saigon (Mr. Tissot), the 25th inst., at 10 p.m. and may be expected here on or about Sunday, the 26th inst., p.m. This packet brings replies to letters despatched from Hongkong on the 21st August.

FOR

PER

DATE

Swatow, Amoy and Foochow		
Swatow		
Swatow, Amoy and Tamsu		
EUROPE, &c., In via Tadzhikia		
Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Swatow and Shanghai		
Amoy and Nanchang		
Swatow and Shanghai		
Macao		
Manila		
Weihaiwei, Chefoo and Tientsin		
Shanghai		
Sourabaya		
Kudat and Sandakan		
Singapore, Penang and Colombo		
Newchwang		
Amoy, Manila, Cebu and Holla		
Chingwana		
Swatow, Amoy, Foochow and Shanghai		
Singapore		
Swatow, Amoy and Foochow		
Samarang and Sourabaya		
Singapore, Penang and Colombo		
Macao		
Manila		
Singapore, Fesang and Calcutta		
Macao		
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco		
SIBERIAN MAIL TO EUROPE		
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO		
EAST ASIA VIA TADZHIKIA		
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Europe, &c., INDIA-VIA TADZHIKIA		
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Hongkong Moru.		Tuesday, 28th, NOON.

SAMPLES

ON

APPLICATION.

HONGKONG METEOROLOGICAL REGISTER

Hongkong Observatory, October 20th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.24	29.66	29.84
Temperature	76	75	77
Humidity	90	98	88
Wind Direction	ENE	8	88E
Force	10	5	8
Weather	dry	dry	dry
Rain	—	10.93	—

NAPIER JOHNSTONE'S "SQUARE BOTTLE"

WHISKY.

UNVARIED FOR

150 YEARS.

THE SAME TO-DAY

AS IN

1743

BEWARE OF WHISKIES

Sold under Similar Names

Known in Hongkong

for

Half a Century.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [52]

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Draft on London on the day of or preceding the departure of the English Mails also Table of the Yearly Approximate Average for 35 years FROM 1874 TO 1908.

Price \$3 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.



TO-MORROW.

Twenty-Eighth Ordinary Meeting, Canton Insurance Office, Ltd., 11 a.m.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.

The E. & A. Mr. Alderman from Sydney, left Manila on the 18th instant, at midnight, and is due here to-day.

The C.N.C. Co.'s str. *Changsha* left Sydney on the 25th instant, and left Manila on the 19th inst., and is due here to-morrow.

The N.Y.K. str. *Nihon Maru* (Australian Line) left Thursday Island for this port via Manila on the 14th inst., and is expected here on the 25th inst.

THE INDIAN MAIL.

The Apur str. *Apur* from Calcutta left Singapore on the 10th inst., and may be expected here to-morrow.

The C.P.R. str. *Empress of China* sailed from Vancouver on the 6th instant afternoon, via the usual ports of call.

MERCHANT STEAMERS.

The H.A. Linie str. *Brisagavia*, left Singapore on the 14th inst. at 1 p.m., and may be expected here to-day.

The N.Y.K. str. *Hirano Maru* (European Line) left Singapore on the 15th inst., and is expected here on the 29th inst.

The N.Y.K. str. *Kaga Maru* (American Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 18th instant, and is expected here on the 31st inst.

The C.N.C. Co.'s str. *Zenan* left Shanghai on the 17th inst., and is due here to-day.

The P. & O. str. *Nanur* left Singapore for this port on the 15th instant, at 3 p.m., and is due here to-day, at about 5 a.m.

Loans.

Amount.

Value.

Interest.

Quotation.

Chinese Imperial: 1826	Tls. 767,200	Tls. 250	7% p. annum	Par.
VERNON & SMYTH, Share-Brokers.				

STEAMERS PASSED THE CANAL.

Oct. 2nd—*Celches*, *Indrauadi*, *Hingo Maru*,*Poma*, 6th—*Indian*, *Denbighshire*, *Erthys*,*Franz Ferdinand*, *Glenlochy*, *Konung St. Shiro*,9th—*Australia*, *Menclau*, *Noro*, *Qing*,*Wo*, 13th—*Bentomond*, *Bratmar*, *Sumatra*,*Priam*, *Voronej*, 16th—*Kleist*, *Dortmund*,*Deocalion*, *Inaba Maru*, *Kasuchi Maru*, *Pak*,*Ling*, *Ernest Simon*, *Silesia* (Aus.), 20th—*Derflinger*, *Saxonia*, *Lismore*.

ARRIVALS AT HOME.

Oct. 19th—*Pereus*, *Andalusia*, *Carmarthen*,*Thiri*, *Ping Suey*.

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are of

sale daily at the following stores:

KOWLOON BOOK STALL, Ferry Wharf,

Mesra, H. BUTTONJEE & SONS, Kow-

loon Store, No. 36, Elgin Road.

Teslas, HUNG CHEONG, Elgin Road.

Mr. AH YAU, Hongkong Ferry Wharf Stall

Printed and Published by BERTHAMI A. HALE for the Concerned at 10a. Des Vaux Road

Central Victoria, Hongkong; London Office, 131, Fleet Street, E.C.

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